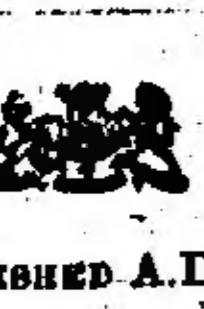


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[31]

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LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 26th September, 1902.

As Mr. CECIL HOLLIDAY remarks, Article XIII of the New Treaty with China, providing for the appointment of a mixed Commission to investigate the missionary question, "reads quaintly in a Commercial Treaty." At the same time we are not disposed to cavil at its insertion in the Treaty just concluded by Sir JAMES MACKAY. There can be no harm in the appointment of a Commission "to if possible devise means to secure permanent peace between converts and non-converts," and though it may seem somewhat out of place in an agreement relating to matters of trade yet there can be no objection to the attempt to provide some way out of an admitted difficulty. It was inserted obviously at the request of the Chinese Commissioner, and it is not to be wondered at that the Chinese Imperial Government should be anxious to avoid a recurrence of the recent outrages and consequent troubles with Foreign Powers. The question, as we have before pointed out, is a large one, and the missionaries ought either to be guaranteed efficient protection or they should not be allowed to reside in those portions of the interior where such protection cannot be afforded. It is idle to say that the missionaries are content to take their lives in their hands and go to preach to the heathen, notwithstanding all risks. We maintain that the crown of martyrdom ought not to be thus deliberately sought, and that it by no means always follows that the blood of these martyrs is the seed of the Church. Unless and until civilised Powers are able to station Consuls with no very remote ability to appeal to force in a district, the missionaries should, like the merchants, avoid that district, and await

the auspicious time when residence there may become possible and reasonably safe from personal violence.

The time for a peaceful residence in the interior of Northern China has clearly even now not arrived. In Chihli brigandage is rampant, and outrages upon and murders of natives are common in several districts, while only the other day two French railway employees were robbed and nearly killed by natives between Peking and Pao-ting-fu. The Boxer movement is, moreover, by no means dead. A telegram from Chengtu, the capital of Szechuan, on the 17th inst., announced the entry into that city of armed Boxers, and although it seems doubtful whether they were a small isolated body or the advance guard of a considerable force, it is tolerably certain that they will give serious trouble to the provincial authorities and may even prove a source of real danger to the Empire, if they form the nucleus of a new outbreak of this fanatical association. There are still plenty of the embers of the anti-Christian agitation alive in the provinces of North China, and they only need stirring to burst again into a devouring flame that might extend even more widely than the outbreak which rendered the end of the nineteenth century so sadly memorable in China. The prejudiced literati are ready to pour out fresh floods of incendiary placards and leaflets and to start libellous stories in the tea-shops to inflame the minds of the populace and thus provoke acts of outrage and rapine. Whether or not the local officials have the power to restrain the populace from these acts of violence it is perhaps difficult to decide, but in few cases do they trouble to exert it until too late. It is perhaps the knowledge that the sympathy of the officials is with the offenders that renders the Imperial Government desirous of bringing about a Commission of Enquiry into the missionary question, in the hope that some arrangement may be arrived at by which missionaries may be restrained from penetration at will into all parts of the interior.

There would, of course, be a strong and general protest from the missionaries if any limit were to be set to their liberty of travel and residence in the interior of the Central Kingdom. Indeed, there might be very wild outrages from Exeter Hall—and great is the dread of that home of fanaticism in Downing Street. Nevertheless an extra strong British Government may one day, perhaps, venture to clip the wings of the missionary and try to prevent him thrusting himself where he is not wanted. But the time is not yet. The present Government is a fairly strong one while the opposition is abnormally weak, but it has been in existence long enough to make numerous enemies among its own followers, to have perpetrated many mistakes, and to have been weakened by losses at bye-elections. The process of disintegration which sets in after accession to office has been proceeding long enough to make Ministers chary of making many experiments or of offending factions. Hence there is little likelihood, during the life of the BALFOUR Cabinet, of any great change in policy either at home, or abroad, especially in a direction that might affect votes. For the present, therefore, the missionary in China will enjoy all his ancient privileges and liberties, and may wander into its remotest corners, bent on teaching the doctrines of Christianity to the materialistic followers of Confucius and the degenerate professors of Buddhism. We do not for a moment assert that there would be no loss if the missionaries were precluded from teaching in districts where no efficient protection can be given to them. No doubt they do some good, if their converts are few, and genuine native Christians fewer still. Moreover, the missionaries have done good service in making the country, its productions, and its inhabitants known, and they must be regarded as the first pioneers of Western civilisation. But if their benefits are only to be secured at the price of frequent and heart-rending massacres, then we think the cost is too great, and we are inclined to advise waiting until the wants of China necessitate the opening up of these remoter districts of the interior to trade and residence.

The release from quarantine in Netherlands of arrivals from Hongkong, which we announced yesterday, is notified in a Government Gazette Extraordinary.

A special general meeting of the members of Hongkong General Chamber of Commerce will be held on Friday, 3rd October, at 11 a.m. in the City Hall, to nominate a member of the Chamber to take the place in the Legislative Council of the Hon. R. Shawan whose term of office expired on the 24th inst.

The Manager of the Chartered Bank of India, Australia and China courteously informed us yesterday that he had that morning received from the London office a telegram advising that a dividend had been declared for the past half-year to 30th June at 10 per cent. per annum, free of income tax, payable on and after 22nd October.

A League for the protection of the alien is being formed in the East end of London. Evidence is to be collected and placed before the Commission against restriction.

During the 24 hours ending at midnight on the 17th inst. 19 cases of cholera were reported in Kobe, making a total of 334 genuine and suspected cases occurring in the city since the outbreak began.

A Chamulpa telegram to the Asahi states that at 10 a.m. on the 16th inst. the French cruiser *Biscaïa*, from Nagasaki, stranded a few miles from Hashibiki Island, just outside the harbour of Chamulpa. The cruiser sustained some slight damage to her bottom, but was refloated at high-tide.

Several graduates of the Tokyo Higher Normal School have been engaged on the teaching staff of the School in Peking under the control of Viceroy Yuan Shikai, and will soon leave Japan for China. Mr. Watson, President of the Tokyo Music Academy, recently resigned that position and also left for Peking, having been offered a position in the Viceroy's School.

On the 14th inst. the Madras mail train broke through the bridge where the Madras-Beypur railway crosses the Ponnai River. The train was a heavy one and was crowded with passengers. When the bridge broke the entire train fell to the river. Help was summoned from Salem as soon as possible, but practically nothing could be done except to carry ashore bodies as they were taken from the wreck. By night the bodies of 300 drowned lay on the river-bank, among those of 30 Europeans. The Roman Catholic Archbishop of Madras had a most providential escape.

We have recorded the recent disappearance from Singapore of an Italian named Luuchi in the employ of Messrs. Pertile & Co. It was found out later that a cheque of the firm for a sum of \$9,363 had been presented and cashed at the Hongkong and Shanghai Bank. Luuchi was traced to Penang where he got his money changed into a draft on Marseilles. Information had been wired through however and when the Japanese steamer arrived there he was arrested. The news of the capture was sent to Singapore, and Chief Detective Inspector Persat left for Penang and after seeing the Magistrate was ready to go on by the mail to Marseilles and bring back the wanderer for trial at Singapore.

A charge has been laid before the Public Prosecutor in Yokohama against A. Le Prevost, formerly an employee in the silk department of Messrs. Corriss & Co., of Yokohama. Le Prevost, together with four Japanese, is accused of misappropriating the sum of three hundred thousand yen. Mr. Prevost has been a resident of Yokohama for some twenty years. He was previously connected with a mercantile firm in Shanghai, and after his arrival in Yokohama was for some months sub-editor of the *Japan Gazette*. He then joined Messrs. Rosenthal & Co., silk dealers, and afterwards Messrs. Corriss & Co., in whose silk department he was employed for some ten or twelve years.

A despatch to the *Shanghai Times* from Calcutta says:—The Parsee millionaire Tata, who has concessions for working the vast iron deposits of the central provinces under the guaranteed protection of the Indian Government, announces that his plans are advancing as rapidly as could be expected in an undertaking of such magnitude. He intends to engage in his service men trained in iron and steel work in Europe and America and to employ only the latest approved devices and methods in the mines and mills. Every confidence is felt here that he will provide himself with all advantages that money and skill can procure, and with abundance of cheap labour and immense natural resources at his command no doubt is entertained that India must become a great producer of steel.

Sir C. E. Howard Vincent, writing on the Voluntary Camps of 19.2, says:—The clerks who give up a great deal of time to volunteering, and who as the recent war has shown, make invaluable officers and non-commissioned officers for irregular corps in the field, can never be until the last minute whether or not they will be able to attend camp for the whole 14 days, and this shorts out their regiments from the field army or makes their participation in it a matter of great difficulty and anxiety to the commanding officer, who cannot tell until the last day of camp whether he can pay the allowances or not. Perhaps, then, it would be better to ground the test of efficiency for the army corps on some other standard than the ability to produce a definite number of men within the same 14 days. That is pure accident and has nothing to do with the real effectiveness of the regiment.

The *Siam Observer*'s correspondent at Battambang states that recently some servants belonging to the French Consulate at Battambang marched up and down the main road beating drums and loudly proclaiming the fact that all those who owed money to any others than French subjects would, if they took refuge in the French Consulate, receive protection and never need repay their creditors.—The Governor of Battambang had then no further power over them. The correspondent continues:—You may draw your own conclusions from the above, but it is a fact that many people owing money and willing to work out the amount have been induced to leave the houses of their creditors by servants belonging to the French Consulate. The question which naturally arises is whether the French Vice-Consul knows of such proceedings. It appears that when creditors go to the Consulate with full knowledge of the whereabouts of the runaways the Vice-Consul always denies the possibility of the latter being on the premises. But, if he does not know, he surely ought to be informed of what goes on in his own Consulate.

The Manager of the Chartered Bank of India, Australia and China courteously informed us yesterday that he had that morning received from the London office a telegram advising that a dividend had been declared for the past half-year to 30th June at 10 per cent. per annum, free of income tax, payable on and after 22nd October.

A leading Paris lawyer is expected shortly to settle in practice at Penang. He has been practising in several parts of India and Ceylon.

Shippers from Hongkong will no longer be guaranteed at Saigon. Messrs. Lamke and Boggs courteously inform us, having been informed by Messrs. Hale & Co., of Saigon,

Just now there is one solitary boat flying the British flag plying between Singapore and Bangkok. Another boat, the *Ban Sung Guan*, however, will join her soon.

The Japanese Department of Agriculture and Commerce proposes to ask for the grant of a national subsidy of 1,200,000 yen, spread over ten years, for the encouragement of the sugar industry in the Loochow Islands.

Prince Komatsu has presented to the Japanese Emperor and Empress and to the Crown Prince and Princess a number of art works purchased in Europe. Court Maitreya also made gifts to their Majesties. To the Emperor he gave the skin of a white bear and a beautiful monachal singing bird in a cage, while to the Empress a roll of dress material and a similar bird were presented.

There has been naturally a considerable falling off in the number of books upon the South African war of late, but Messrs. Smith, Elder hope to have the new edition of Sir Conan Doyle's work, bringing the history of the campaign to the signing of the peace treaty, ready for the third anniversary of the outbreak of the war in October. This will be the seventeenth impression of Sir Conan Doyle's history.

Eight battleships are under construction for the navy of the United States, and now the designs for two additional ships provided for in the current Estimates have been approved, and will shortly be commenced. The new vessels are to be completed in forty-two months. The new ships, for which tenders are now being asked, says the *Engineer*, will displace 16,000 tons, will have a speed of eighteen knots, and a maximum coal capacity of 2,900 tons. Their armament, consisting of four 12in. breech-loading guns, will be carried in a couple of turrets, fore and aft, armoured with plates ranging from 8in. to 12in., with a roof 2in. thick. At each corner of the superstructure will be two 8in. breech-loaders, eight in all, carried in four electrically-controlled, balanced elliptical turrets from 6in. to 8in. in thickness. There will also be twelve 7in. guns in broadside on pedestal mounts behind 7in. armour, each gun isolated by splinter bulkheads. The forward and after guns on each side will be arranged so as to fire eight ahead and eight astern respectively. The interest in these details lies in a comparison with the ships of large size—16,350 tons—which are being built in this country. They will have four 12in. four 9.2in., and ten 6in. or six twelve-piecer pieces, than the smaller American ships.

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GYMKHANA AT HAPPY VALLEY.

The following is the programme of the Gymkhana to be held at the Race-course on Saturday, 11th inst., commencing at 3 p.m.:—One mile flat race, open stakes, limit 14hds. 3in.; polo pony race; jumping competition, open, limit, 14hds. 3in.; tent pegging, steeplechase, open, limit, 14hds. 3in.; and a costume race.

THE NEILL-FRAWLEY COMPANY.

The booking of seats for the production of *Secret Service* by the Neill-Frawley Company at the Theatre Royal on Tuesday next has been so heavy that the manager has decided to play two nights, presenting *Lord and Lady Algy* the second night. Both plays have had full of comedy, and have had very successful runs in London and New York.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

CRUELTY TO ANIMALS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—I am delighted to see that there is more than one person in Hongkong who has noticed the dreadful cruelty which is practised daily in these various bird-shops—there are all sorts of animals cooped up in pens where they cannot turn round even, and I have been told that over the shops there are crowds more of animals kept in the same way. The small in these shops is quite unbearable and I should think very unhealthy. In England shops like these would be inspected by some member of the Humane Society and I sincerely hope something will be done soon to lessen the sufferings of these poor dumb creatures who have never harmed their persecutors.—Yours,

A LOVER OF ANIMALS.

Sir William Harcourt once dined on an English man-of-war, and a storm coming up, the captain, who was a very small man, peremptorily told him to occupy his state room for the night. The steward was not notified of the arrangement, and next morning at six o'clock he brought a cup of coffee to the Captain's door. Knocking twice without receiving any answer, he hastily pushed open the door. "Don't you wish your coffee this morning, sir?" Sir William gave a smile, and the steward was obliged to see a large figure turn over in the berth. "Smash went the top and bottom, and the frightened sailor tore off to the surgeon's room. For heaven's sake, sir," he gasped, "come to the Captain's room! He's speechless, and swollen ten times his natural size!"

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 24th September, 7.55 p.m.

Russia's new cruiser *Pallada* has been ordered to the Far East. The second-class cruiser *Djigit* leaves Europe in October to serve as a training-ship for the crews of the Siberian flotilla.

REUTER'S SERVICE.

LONDON, 23rd September.

THE CAPE MARTIAL LAW COMMISSION.

The Martial Law Commission in South Africa has prepared a first list recommending the immediate release of one hundred and thirteen prisoners.

THEIR MAJESTIES IN LONDON.

Their Majesties King Edward and Queen Alexandra will lunch at the Guildhall on the 25th of October, the date of the Royal progress through the City, and they will attend the Coronation thanksgiving service to be held at St. Paul's Cathedral on the 28th October.

TO AID DISTRESSED BOERS.

The Boer Generals, lecturing at Rotterdam yesterday in behalf of distressed Boers, announced that an American had contributed one hundred thousand dollars to the fund, and that the lecture at Antwerp had yielded four hundred pounds.

LONDON, 22nd September.

THE TRANS-ISTHMIAN RAILWAY.

The American warship *Panther* has arrived at Colon with 320 marines and six field guns for the protection of the Trans-Isthmian railway.

THE

consider that price a reasonable one. It would be for the jury to decide who was responsible—whether the architect, or contractor, or the overseer, or, after hearing the evidence, whether anybody else was responsible. There was a legal maxim, *Res ipsa loquitur*, which in the present case would be considered in this way:

"Here are perfectly new houses," said Mr. Dennis, "supposed to be built of the best material. They fall down and kill ten people, besides injuring others. There must be something wrong somewhere; whether there is any criminal responsibility is another matter. But these houses cannot have been built in a proper and satisfactory way. I submit to you, gentlemen, and there will be very little difficulty in finding that the facts are as I represent them to be. And, gentlemen, the unfortunate people killed in this case were people living in the houses. But it might have been anybody; it might have been you gentlemen, and it might have been myself, walking along the street. The time has arrived, gentlemen, when something must be done to prevent newly-built houses from falling down in this way, for they are a danger not only to the inhabitants of the houses, but to everybody who happens to be in the street near these places." Continuing, Mr. Dennis said there were two or three points to which the jury must specially, perhaps, direct their attention in the present case. The collapsed walls were end walls, and in relation to such walls Section 16 of the Buildings Ordinance enacted that they were to be solid across their entire thickness, and properly bonded and put together with good lime mortar or cement mortar. The specifications under which the houses in the present case were built provided for good lime mortar, and the jury would have to consider carefully whether good lime mortar within the meaning of the Ordinance was used. Section 12 of the same Ordinance provided that no wall should exceed 35 feet in length, clear of any return or cross walls, without the approval of the Director of Public Works. Now, the jury would find that in the case before them the wall considerably exceeded 35 feet in length, without any return or cross walls. After hearing the evidence, Mr. Dennis thought that the jury would come to the conclusion that the attention of the Director of Public Works was never called to the fact, and that no special approval for that wall being over 35 feet was ever granted. Mr. Dennis said he did not mean to say that if the attention of the Director of Public Works had been called to the matter he would have acted differently from the way adopted by the officer who acted for him; it was quite possible that he would have acted just in the same way as had Mr. Tocker. Possibly it would be contended that this wall could be built to exceed 35 feet in length without the approval of the Director of Public Works. That question was raised some time ago by the architects acting in this manner. They built a house with a wall exceeding 35 feet. The Director of Public Works objected to it, and the matter was referred to Government, and the architects won the day. Since then, Mr. Dennis believed, neither the Director of Public Works nor his subordinates had objected in the case of the length of a wall exceeding the limit allowed by the Ordinance. But because of the ruling in a previous case, it was no justification whatever for extending beyond 35 feet a wall in another house altogether. The English Act of 1873 provided that where walls exceeded the length provided for in the Act they should be of additional thickness, and in the present case the walls, if they had been built in England, would have been thicker than they really were. In the present case the architects sent in their plans to the Director of Public Works, but if the plans did not comply with the Ordinance it was the duty of the Director of Public Works to refuse to pass them. Under Section 78 of the Ordinance it was further provided that upon receipt of notice of the non-compliance or resumption of any building or work, the Surveyor-General or the officer appointed by him for the purpose should take such steps as appeared to him to be necessary for the due observance of the provisions of the Ordinance, by inspecting and surveying every such building or work during its progress. With reference to criminal liability, if anyone were criminally liable he was guilty under the law of the crime of manslaughter. Mr. Dennis instanced the case of the steamer *Wan Loong*, in which case the captain was tried for manslaughter on the ground that he had not taken the necessary steps to see to the proper ballasting of the vessel, a neglect which was considered to be responsible for the loss of the steamer. There was also the case of the *Yee Lo* steamer, where the chief and third engineers were found guilty of manslaughter and sentenced to four and three months' imprisonment respectively; they had neglected to see that the ship's boilers were in a proper state of repair. He mentioned these instances, explained Mr. Dennis, as having occurred in the Colony where parties had been convicted of the crime of manslaughter, but where, in the ordinary every day sense of the word, there was no criminal intention whatever on their part. No one would suggest for a moment that anyone connected with the building of the houses in question had any intention that they should fall down. But manslaughter did not require any intent of malice aforethought. Manslaughter had been defined by Pitcairn Stephen as unlawful homicide, and another authority on building collapse, it was stated that in the case of the death of any person by reason of the carelessness or incompetence of the architect, he might be held responsible for manslaughter, as, for instance, if he allowed the house to be built out of the perpendicular, and it fell down in consequence and killed someone. And not only was the architect responsible, but so also was every single person who had any duty to perform in connection with the building of these houses and failed to perform it, or did so carelessly. It would be put to the jury, after all the evidence had been heard, that if they found anyone guilty of culpable neglect of duty, that person should be found guilty of manslaughter and sent to the Supreme Court for trial. Of course, every act of negligence was not criminal negligence; everybody in this world was guilty of negligence in one way or another. But supposing that in the present case the jury found that the work was scamped for the purpose of putting money into the pocket of the contractor, or anybody else, then the person who scamped the work, although he had no idea whatever that the houses were going to come down, would be guilty of manslaughter, and it would be the duty of the jury to bring in a verdict against him.

Formal evidence as to the collapsing of the two houses and the identification of the deceased was then taken.

Augustus Shelton Hooper, secretary of the Hongkong Land Investment and Agency Co., Ltd., was called to give evidence as to the construction of the houses. At the end of 1900 or the beginning of 1901 his company instructed Messrs. Leigh & Orange to prepare plans and specifications for the erection of thirty houses on Kowloon Island Lots 1,07 and 1,103. Tenders were obtained for the construction of the houses, one working in the office of this paper. The users will no doubt testify to its excellence.

The Sole Agents for Southern China are Messrs. W.M. MEYERLINK & CO., of our place.

THE HONGKONG FOOTBALL CLUB.

ANNUAL MEETING.

The annual meeting of the members of the Hongkong Football Club was held last evening in the Cricket Club Pavilion. Dr. J. M. Atkinson presiding.

The Hon. SECRETARY (Mr. F. Brown) having read the notice calling the meeting, the minutes of last meeting were read and approved.

The CHAIRMAN said—Gentlemen, the annual report has been in your hands now for some days, and from it you will see that last winter we had a very successful Rugby season.

The same cannot quite be said of the Association section, but the amount of

and that only a few bamboo sticks remained. He thought the stand practically paid its way. Last year the sum of \$117 was obtained from admissions to the stand to view the matches. He was informed that a new stand would cost \$180.

Mr. CLARKE thought they should certainly rebuild the stand. There was a number of ladies who always attended the matches, and if they had no place where they could sit and view the games they possibly would not come at all. Then there were other people who wanted some shade when attending as spectators. The stand would not cost much to erect. It was put up two years ago, and if it yielded \$117 last year, which meant \$234 in two years, and only cost \$180, it would certainly pay, besides being a convenience to members and their friends. (Applause.)

The proposal to rebuild the stand was carried.

The CHAIRMAN further intimated that the Six-a-side competitions would begin next Wednesday. There was a proposal this year to enlarge the goals, as it was so difficult with the small goals—post to score points. He thought that suggestion might also apply to the Shield matches, judging by the results of last year's games. (Laughter.) There would be Second XI matches the same as last year in order to bring out as far as possible any new blood that there was. (Hear, hear.)

Mr. CLARKE proposed that the Rugby section should have the use of the field on alternate Saturdays with the Association section, instead of, as formerly, playing on week-days or on an odd Saturday when it suited the convenience of the Association XI.

The CHAIRMAN thought that was a matter that might properly be referred to the new Committee. The meeting could hardly deal with it just then.

The matter was accordingly referred to the Committee for consideration.

The ballot having been concluded.

The CHAIRMAN intimated the result as follows:—Howard 17; Hallifax 15; Goldring 15; Macdonald 12; As Lowe, Kew and Wolfe had 10 votes each, there would require to be a re-vote among those three.

Mr. HALLIFAX settled the matter by stating that he would not be able to attend any Committee meetings owing to his duties in the New Territories, and asking leave to withdraw his name. He hoped, as said, to be able to attend the matches.

The other six were accordingly declared elected.

On the motion of the HON. SECRETARY, a vote of thanks was awarded Dr. Atkinson for presiding, and the proceedings ended.

CHINESE IMMIGRATION.

A *Times* correspondent writes as follows on the subject:

The question of Chinese immigration—where, when, and how it should be encouraged, where it should be permitted, where and how prohibited—is a problem of urgent and increasing importance, the satisfactory solution of which affects the welfare of an ever widening area

within and without the confines of the British Empire. Most of the countries which form the *Imperial* littoral of the Pacific, and many of the islands which lie upon the broad bosom of that ocean, are intimately concerned with this matter as regards both their present and their future: development and prosperity. The question is one, moreover, which excites the strongest feelings, almost amounting to fanaticism, in those regions affected by it in which a resident white population belonging to the working classes is found, and some of the late Mr. Rhodes' last speeches on the subject of the importation of yellow labour into South Africa and the attempts to give effect to the idea in which some influential mining house of Johannesburg are engaged introduce a new element into the problem.

The Chinese immigrant is to be viewed from a variety of standpoints, according to the circumstances of the country into which his incursions are made. On the north-western littoral of America and in the States of the Australian Commonwealth he is, as is well known, *Asiatica Maranatha* to the vast

Malays show no signs of dying out in the British possessions, though they do not multiply at any alarming rate, and, further, that no artificial props can serve to shore up a people doomed to extinction. Such things are governed by an inexorable law of nature, the operations of which may seem cruel, and may excite our human sympathy for its victims, but, by law, none the less, against which the strategy of politicians cannot in the end prevail; for, do what we will, the unfit will prevail, and the fitter will thrive and multiply. The hope that education will work miracles transforming the Filipino into an American, is based upon a radical misunderstanding of the Oriental, and especially the Malayan, character.

The colour of the Filipino's skin is not more

unlike that of his white brother than is the

whole cast in which nature has moulded him.

It is not a difference in degree, which might

prove susceptible to amelioration, but a differ-

ence in kind, which is beyond the reach of

any human agency. Those who are acquainted

with the Malayan race, with its character, genius,

limitations, and good and bad qualities, those who

are most to love and most to admire in this

people, are still compelled to admit that the

Malay has not in him any of the elements which

make his transformation into a European,

no matter in what length of time or by the

aid of what system of training, anything but

the veriest dream of the arm-chair philanthropist.

Sooner or later the Americans will be

obliged, however reluctantly, to recognise this

truth; and they must then decide whether they

will suffer the Filipino to go his own way, and

to die out in peaceful indolence, if that be the

decree of nature, or whether they will persevere

in a course foreshadowed to failure, which can

only irritate the native population, and will

never lead to the development of the Philip-

pines. It is always sad to have to relegate a

petty theory to the lumber-room sacred to

things unpractical, but there is no room for

doubt that at the present time the United

States is embarked upon a hopeless enterprise,

and that the ultimate salvation of the Philip-

pines is to be sought not in a futile attempt to

revive the qualities they lack by pernit-

ting the immigration of the industrious and

thrifty Chinese.

The CHAIRMAN—I can only say I will do the best I can to do my duty as President. (Applause.)

Mr. E. R. HALLIFAX moved that W. W. Clarke be elected Captain of the Rugby Fifteen.

Mr. E. M. KNOX seconded, and the motion was agreed to.

Mr. A. R. LOWE moved that J. W. C. Bonner be elected Captain of the Association XI.

He would make the best Captain they could get.

He was right in the centre of the field, and had plenty of experience in the game, and

could carry on the Club as well as, if not much better than, anybody else. (Applause.)

Mr. C. T. KEW seconded, and the motion was carried unanimously.

The HON. SECRETARY proposed that H. C. Sandford be appointed Hon. Treasurer. He was unfortunately away at present and it was not quite certain that he would be willing to act. It was rather a thankless task. Mr. Ben Johnston, however, had told him he thought Mr. Sandford might not be willing if he were asked. The best thing they could do would be to ask him on his return to the Colony.

Mr. W. W. CLARKE seconded, and the motion was agreed to.

The CHAIRMAN—I presume the Hon. Secretary will be re-elected. (Applause.) I do not know how the Club would get on without Mr. Brown, and I think it is not necessary to formally propose and second his re-appointment. (Applause.)

Mr. BROWNE—I have very much pleasure in carrying on the duties for another year. (Applause.)

The CHAIRMAN stated that the next business was the election of six members of Committee.

Messrs. H. W. Slade, A. C. J. Stevens, R. E. and W. H. Russell were away; the remaining members, Messrs. Lowe, Howard, Kew and Goldring were willing to stand again.

Other names of candidates which had been mentioned were those of G. B. Macdonald, R. A. W. Worcester, E. R. Hallifax, H. W. Looker, C. H. P. Hay and E. D. C. Wolfe.

The meeting proceeded to ballot for the election of six members. While the voting was in progress,

The CHAIRMAN said there was a question which he wished to refer to the members, and that was the advisability or not of re-erecting the grand stand. They knew it had been blown down.

THE attention of the readers of this paper who are in want of a Typewriting Machine, is drawn to the SMITH PREMIER TYPEWRITER, one of the best if not the very best machine in existence.

It is especially built, so that it will stand hard usage in this trying climate, and with a little attention will not rust nor deteriorate.

It does excellent work, especially manifolding and is always ready for use.

The SMITH PREMIER has an automatic type-cleaning device, whereby all the type is easily cleaned in one minute's time. No other machine has this equipment. It also possesses

all the latest improvements that all other writing machines have, besides many other

which will be explained at the agent's office.

The SMITH PREMIER is used by all the Government Officials and Consulates throughout the world, also by most of the leading business houses, one working in the office of this paper. The users will no doubt testify to its excellence.

The Sole Agents for Southern China are

Messrs. W.M. MEYERLINK & CO., of our place.

KODAK

PROGRESS COMPETITION.

TO DEMONSTRATE THE PROGRESS WHICH HAS BEEN MADE BY THE

KODAK IN THE FIELD OF PHOTOGRAPHIC ART.

THE EASTMAN KODAK COMPANY

OFFER

\$1,000.00 IN PRIZES (IN U.S. GOLD CURRENCY),

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FOR THE

BEST AMATEUR WORK.

WITH THE

KODAK AND BROWNIE CAMERAS.

CONTEST CLOSES NOVEMBER 15TH, 1902.

For Terms and Particulars, apply to—

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE,

NO. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

DEVELOPING AND PRINTING UNDERTAKEN. GOOD WORK.

PROMPT RETURN.

Hongkong, 2nd September, 1902.

carefully restricted, and those who have penetrated the barriers are confined to certain districts of the country, are only permitted to live in a few well-defined quarters of the towns, and are not suffered to offend the *dauber* property of

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C., 6th Ed Liebers.

P.O. Box, 33 Telephone No. 12.

NEW ADVERTISEMENTS

FOR NAGASAKI (DIRECT).

THE Steamship

"PIONEER." Captain Knutson will be despatched for the above port TO-DAY, the 26th inst.

For Particulars apply to

EAST ASIATIC TRADING CO.

Hongkong, 25th September, 1902. [256]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING." Captain Hodges will be despatched for the above ports on SUNDAY, the 28th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, 26th September, 1902. [257]

NEW ADVERTISEMENTS

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LIMITED.

FROM this date LEUNG SEUNG NG is no longer Sheriff of the above Company.

S. J. GODWIN, Acting Manager.

Hongkong, 24th September, 1902. [256]

TO LET.

GODOWNS at WANCHAI with PIER suitable for storage of Coal or any other Merchandise.

Apply to H. S. LEE.

No. 255, Queen's Road, Hongkong, 26th September, 1902. [257]

ENGINEER WANTED.

A young man is wanted as ASSISTANT ENGINEER in a Factory near Hongkong. He should be a good Mechanic and have some knowledge of Millwright's work. Practical experience of Engines and Boilers is desirable.

Apply to

H. S. LEE.

Care of Daily Press Office, Hongkong, 24th September, 1902. [256]

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

SPECIAL GENERAL MEETING OF

THE MEMBERS will be held on FRIDAY, 3rd OCTOBER, 1902, at 12 o'clock noon, in the CHAMBER ROOM, CITY HALL, to nominate a Member of the Chamber to take the place in the Legislative Council of the Hon. R. Shewan, whose term of Office expired on the 24th instant.

By Order,

A. R. LOWE,

Secretary.

Hongkong, 26th September, 1902. [258]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY

GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of

the Undersigned, at 12 o'clock Noon, on

THURSDAY, the 23rd proximo.

The TRANSFER BOOKS of the Company

will be CLOSED from the 9th to the 23rd

proximo, both days inclusive.

JARDINE, MATHESON & CO.,

General Agents,

Canton Insurance Office, Limited.

Hongkong, 24th September, 1902. [261]

GYM KHANA.

THE following is the Programme of a

Gymkhana to be held at the HAPPY

VALLEY, Y. R. & CO. COURSE, on SATURDAY, the 1st OCTOBER, 1902, commencing

at 3 P.M.

1. One Mile Flat Race. Open. Walkers.

Limit 14 hds. 3 in.

2. Polo Pony Race. Open. Limit

14 hds. 3 in.

4. Tent Pegging. Polo Pony Race (if necessary).

5. Final Heat. Polo Pony Race (if necessary).

6. Steeplechase. Open. Limit 14 hds. 3 in.

7. Costume Race. Hongkong, 26th September, 1902. [260]

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction.

TO-DAY (FRIDAY),

the 26th SEPTEMBER, 1902, at 3 P.M., at his

SALE ROOMS, Huddell Street,

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY

known as Sub-section No. 1 of Section A of

INLAND LOT 706; Area 7,444 square feet.

The property is situated between Conduit and

Robinson Roads; abutting on the South and

West on Conduit Road, on the North and

Ramseyn, Portion of Inland Lot 706 and on

the East on Remaining Portion of Section A of

Inland Lot 706.

For further Particulars, apply to

GEO. F. LAMMERT,

Auctioneer.

Hongkong, 11th September, 1902. [243]

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction.

TUESDAY,

the 30th SEPTEMBER, 1902, at 2.30 P.M., at

"Westleigh," No. 9, Upper Richmond Road,

THE WHOLE OF THE

HOUSEHOLD FURNITURE

(Particulars from Catalogues);

Also

1 COTTAGE PIANO, by Stein.

On view from Friday, the 26th September.

Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. F. LAMMERT,

Auctioneer.

Hongkong, 22nd September, 1902. [242]

PUBLIC AUCTION.

THE HONGKONG WEEKLY PRESS will

be ready to morrow, and will contain:

Lending Article:—

The New Treaty and the Missionary

Question.

An Ilegal Opium Farm.

The C. P. E. and Steamship Services.

Urdy Rikochu Co. Co.

The Sino-Sue Question.

The Health of Hongkong.

The Press Censorship at Macao.

The King Edward Hotel Licence.

An Extrition Case.

Siamoo Affairs.

The Chancou Murders.

Hongkong and Whampoa Dock Co.

Northern Notes.

Correspondence.

Douglas Steamship Co.

Union Insurance Society of Canton.

Hongkong Cricket Club.

Hongkong Volunteer Corps.

Hongkong Chess Club.

Hongkong and Port Nowa.

Subscription, \$2 per Annum, payable in

advance; postage, 32 cents.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to

addresses sent; including postage 34 cents each,

or \$1 for three copies, Cash.

Hongkong, 26th September, 1902. [257]

PRELIMINARY NOTICE.

MARINE LOTS Nos. 2 SECTION A

AND M. L. 2.

THE above fine block of building, abutting

on that portion of Ice House Lane

between Queen's Road Central and Des Voeux

Road Central and comprising a block of offices

at each end with spacious Gtowans in the

middle, will be put up for Sale by Public

Auction in one lot, on TUESDAY, October

the 16th next.

Further Particulars will appear in the course

DEACON & HASTINGS.

Solicitors for the Vendor.

Hongkong, 17th September, 1902. [241]

CARTRIDGES: CARTRIDGES!

JUST LANDED a NEW STOCK OF

ELEY'S and KYNOCH'S SPORTING

CARTRIDGES and NEWCASTLE

CHILLED SHOT.

16 "

12 "

10 "

8 "

W. SCHMIDT & CO.

Gunsmiths.

Hongkong, 3rd January, 1902. [15]

NEW ADVERTISEMENTS

FOR NAGASAKI (DIRECT).

THE Steamship

"PIONEER." Captain Knutson will be despatched for the above port TO-DAY, the 26th inst.

For Particulars apply to

EAST ASIATIC TRADING CO.

Hongkong, 25th September, 1902. [256]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, this column has been divided into four sections, commanding from Green Island. Vessel anchoring nearest Kowloon are marked with a dot, and those vessels berthed at the Kowloon Wharf Line, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	BENGAL	Brit. str.		A. L. Valentini	H. & O. S. N. Co.	To-morrow, at Noon
LONDON	DIOMED	Brit. str.			BUTTERFIELD & SWINE	On 30th inst.
LONDON	NESTOR	Brit. str.			BUTTERFIELD & SWINE	14th October
LONDON, via SUEZ CANAL	GLENARY	Brit. str.			BUTTERFIELD & SWINE	15th October
LONDON	ACHILLES	Brit. str.			BUTTERFIELD & SWINE	28th October
LONDON	MICHAELA	Brit. str.			BUTTERFIELD & SWINE	11th November
LONDON	AGAMEMNON	Brit. str.			BUTTERFIELD & SWINE	25th November
LIVERPOOL	MACHAON	Brit. str.			BUTTERFIELD & SWINE	26th October
MASSACHUSETTS, LONDON, &c., ANTWERP, S'PORE, &c.	AWA MARU	Jap. str.			NIPPON YUSEN KAISHA	4th October, at Daylight
MALTA, LONDON, via PORTS OF CALL	OCEANUS	Freight str.			MESSENGERIES MARITIMES	6th October, at 1 P.M.
BREMEN, via PORTS OF CALL	PRINZ R. LUITPOLD	Brit. str.			MILCKERS & CO.	2nd October, at Noon
HAVRE, BREMEN & HAMBURG	FREEBIEU	Brit. str.			HAMBURG-AMERIKA LINIE	8th October
HAVRE & HAMBURG	HAZARD	Brit. str.			HAMBURG-AMERIKA LINIE	22nd October
HAVRE & HAMBURG	HAZARD	Brit. str.			HAMBURG-AMERIKA LINIE	6th November
HAVRE & HAMBURG	HAZARD	Brit. str.			HAMBURG-AMERIKA LINIE	18th November
HAVRE & HAMBURG	HAZARD	Brit. str.			HAMBURG-AMERIKA LINIE	1st December
ODESSA, via PORTS OF CALL	INDIANS	Brit. str.			BRADLEY & CO.	about 15th October
N.W. YORK, via SUEZ CANAL	INDIANS	Brit. str.			JARDINE, MATHERSON & CO.	30th inst.
N.W. YORK, via SUEZ CANAL	INDIANS	Brit. str.			SHEWAN, TOME'S & CO.	3rd October
N.W. YORK, via PORTS & SUEZ CANAL	INDIANS	Brit. str.			DODWELL & CO. LTD.	2nd October
N.W. YORK, via SUEZ CANAL	INDIANS	Brit. str.			MCGREGOR BROS. & GOW	11th October
COQUILLE, via SHANGHAI, &c.	ATHENIAN	Brit. str.			CANADIAN PACIFIC R. CO.	1st October
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.			CAKADIAN PACIFIC R. CO.	2nd October
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	HYSON	Brit. str.			BUTTERFIELD & SWINE	about 2d October
VICTORIA (B.C.) & TACOMA via JAPAN	PLEIADES	Brit. str.			DODWELL & CO. LTD.	4th October
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	SHIRANO MARU	Jap. str.			NIPPON YUSEN KAISHA	6th October, at 4 P.M.
PORTLAND, OREGON	INDRAE II	Brit. str.			POSTLAND & ASIATIC R. S. CO.	24th October
AUSTRALIAN POETS	CHINGTU	Brit. str.			BUTTERFIELD & SWINE	29th October
AUSTRALIAN POETS	EASTERN	Brit. str.			GIBR. LIVINGSTON & CO.	2nd October
AUSTRALIAN POETS	KUMANO MARU	Jap. str.			NIPPON YUSEN KAISHA	4th October, at Noon
KOBE & YOKOHAMA	MILKE MARU	Jap. str.			NIPPON YUSEN KAISHA	7th October, at Noon
KOBE & YOKOHAMA	JAVA	Brit. str.			P. & O. S. N. CO.	about 4th October
NAGASAKI (DIRECT)	TAIWAN	Jap. str.			BUTTERFIELD & SWINE	4th October
NAGASAKI, KOBE & YOKOHAMA	WAKASA MARU	Jap. str.			DODWELL & CO. LTD.	10th October
TIEN-TSIN	PIONEER	Jap. str.			NIPPON YUSEN KAISHA	13th October
CHINKIANG	YAWATA MARU	Jap. str.			EAST ASIATIC TRADING CO.	1st October
SHANGHAI	KOWLOON	Brit. str.			NIPPON YUSEN KAISHA	1st October
SHANGHAI & CHINKIANG	BALLAARAT	Brit. str.			BUTTERFIELD & SWINE	1st October
SHANGHAI	KEELUNG MATT	Jap. str.			SIEMENS & CO.	about 27th inst.
TAMSUI, via SWATOW & AMOY	KANSU	Brit. str.			OSAKA SHOSEN KAISHA	28th inst.
ANPING, via SWATOW & AMOY	DAIJIN MARU	Jap. str.			BUTTERFIELD & SWINE	30th inst.
FOOCHOW, via SWATOW & AMOY	MAINZURO MARU	Jap. str.			OSAKA SHOSEN KAISHA	28th inst.
AMOY, SAMARANG & SOUEABAYA	ANPING MARU	Jap. str.			OSAKA SHOSEN KAISHA	1st October
SWATOW, AMOY & FOOCHOW	NANCHANG	Brit. str.			BUTTERFIELD & SWINE	8th October
CEBU & ILHOLO	HAICHING	Brit. str.			Douglas Lapeyre & CO.	To-morrow
MANILA	KAHONG	Brit. str.			BUTTERFIELD & SWINE	28th inst., at Daylight
MANILA	ROSETTA MARU	Jap. str.			MITSHU BUNSAI KAISHA	To-morrow, at 3 P.M.
MANILA	ZAFIRO	Brit. str.			SHEWAN, TOME'S & CO.	To-morrow, at 4 P.M.
MANILA	YUENSANG	Brit. str.			R. W. ALMOND	on 30th inst., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	CATHARINE APCAR	Brit. str.			S. H. SELSON	2nd October, at 3 P.M.
SINGAPORE, PENANG, COLOMBO & BOMBAY	HIROSHIMA MARU	Jap. str.			T. Murni	10th October, at Noon

SHIPPING

VESSELS ON THE BERTH

FOR CHINKIANG.

THE Steamship

"KOWLOON,"

Captain H. Stier will be despatched for the above port TO-DAY the 26th inst., at 4 P.M.

For Freight, apply to

SIEMENS & CO.

Agents: Hongkong, 23rd September, 1902. [2356]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain S. H. Selson will be despatched for the above port TO-MORROW, the 27th inst., at 4 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.

Agents: Hongkong, 24th September, 1902. [2351]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

FOR MANILA.

THE Company's Steamship

"ZAFIRO,"

Captain A. Fraser will be despatched for the above port TO-MORROW, the 27th inst., at 4 P.M.

Highest-class Passenger Steamer, high-powered, newest and most up to date on the run. All Accommodation amply. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.

General Managers: Hongkong, 23rd September, 1902. [2353]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe will be despatched as above on TUESDAY, the 30th inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHERSON & CO.

General Managers: Hongkong, 24th September, 1902. [2356]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

FOR MANILA.

THE Company's Steamship

"BUBL,"

Captain R. W. Almoni will be despatched for the above port on THURSDAY, the 2nd Oct., at 4 P.M.

Highest-class Passenger Steamer, high-powered, newest and most up to date on the run. All Accommodation amply. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.

General Managers: Hongkong, 24th September, 1902. [2354]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG.

1902.

HILLGLEN ... About 2nd Oct.

EICHMOND CASTLE ... 12th Oct.

LOTHIAN ... 20th Oct.

LOWTHER CASTLE ... 20th Oct.

BORDER KNIGHT ... 15th Nov.

ORONO ... To follow.

CROYDON ... To follow.

For Freight and further information apply to

DODWELL & CO. LTD.

Agents: Hongkong, 23rd September, 1902. [2355]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOIS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ALEXANDRA, EGYPT, MARSAILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 8th October, 1902, at 1 P.M., the Company's Steamship "OCEANUS," Captain Romeo, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSAILLES via BOMBAY.

This Steamer connects at COLOMBO with the ss "Armenia Belice," which vessel takes on her Passengers and Mails, leaving that port on the 15th October, direct to Suez, Port Said and Marsilles.

Cargo and Specie will be registered for London as well as for Marsilles, and accepted in transit through Marsilles for the principal places of Europe.

Shipping Orders will be granted till Noon, cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 5th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Content and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX.

Agents: Hongkong, 23rd September, 1902. [2356]

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TITANIC,"

Captain R. W. Almoni will be despatched for the above port on THURSDAY, the 1st Oct., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.

General Managers: Hongkong, 24th September, 1902. [2357]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG.

1902.

HILLGLEN ... About 2nd Oct.

OCEAN STEAM SHIP COMPANY, LTD.

OUTWARDS.

FROM GLASGOW and LIVERPOOL...	STEAMERS "MENELAUS".....	DUE On 1st October.
GLASGOW and LIVERPOOL...	"AGAMEMNON".....	On 10th October.
GLASGOW and LIVERPOOL...	"DEUCALION".....	On 16th October.
GLASGOW and LIVERPOOL...	"PATROCLUS".....	On 24th October.
GLASGOW and LIVERPOOL...	"STENTOR".....	On 30th October.

HOMWARDS.

FROM LONDON.....	STEAMERS "DIOMED".....	TO SAIL On 30th September.
LONDON.....	"NESTOR".....	On 14th October.
LONDON.....	"ACHILLES".....	On 28th October.
LONDON.....	"MENELAUS".....	On 11th November.
LONDON.....	"AGAMEMNON".....	On 25th November.
LIVERPOOL DIRECT (Taking Charge at London Rates)	"MACHAON".....	On 20th October.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong 18th September, 1902.

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

OUTWARDS.

FROM GLASGOW and LIVERPOOL...	STEAMERS "HYSON".....	DUE On 30th September.
FOR VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST POINTS VIA "HYSON"	STEAMERS	TO SAIL On 2nd October.

The S.S. "HYSON" left Singapore yesterday, the 25th inst., and is due here on the 30th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th September, 1902.

CHINA NAVIGATION CO.,
LIMITED.

OUTWARDS.

FROM CEBU and ILOILO	STEAMERS "KAIPONG".....	TO SAIL On 27th Sept. at Noon
AMOY, SAMARANG and SOURABAYA	"NANCHANG".....	On 27th September.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	"CHINGTU".....	On 29th September.
SYDNEY and MELBOURNE		
SHANGHAI	"KANSU".....	On 30th September.
TIENTSIN	"HUEH".....	On 30th September.
KOBE	"TAIWAN".....	On 4th October.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

* Taking Charge on through bills of lading to all Yangtze and Northern China Ports.

* See Special Advertisement.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th September, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS TAMSUI, VIA SWATOW AND AMOY	DAVIN MARU".....	SUNDAY, 28th T. OGATA
SHANGHAI AND CHINKIANG	"KEELING MARU".....	SEPTEMBER, 29th K. SOBAYAMA
TAMSUI, VIA SWATOW AND AMOY	"DAIGI MARU".....	SEPTEMBER, 5th T. KITANO
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU".....	WEDNESDAY, 1st T. SANO
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU".....	WEDNESDAY, 8th I. GOTO

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central, Hongkong, 26th September, 1902.

T. ARIMA, Manager.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

CHINA NAVIGATION CO., LTD.

HONGKONG TO

SYDNEY AND MELBOURNE

VIA USUAL AUSTRALIAN PORTS OF
CALL.AVERAGE LENGTH OF VOYAGE TO SYDNEY
20 DAYS.

THE H.A.L. Steamship

"SEGOVIA."

Captain Fock, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, T.O.DAY, the 18th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 3 P.M.

No Fire Insurance has been effected.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 18th September, 1902.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

"AFTON"

Captain MacGregor, will be despatched for the above port on TUESDAY, the 3rd inst.

For Freight, apply to

SHEWAN, TOME'S AND CO.,
NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVADI"

Calling at TYMEN, PORT DARWIN and
QUEENSLAND PORTS, and taking through
CARGO to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.

THE Steamship

"EASTERN"

Captain Ellis, will be despatched as above on THURSDAY, the 2nd October, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which enables the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is maintained throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to

GIBR. LIVINGSTON & CO.,
Agents.

Hongkong, 26th September, 1902.

JARDINE, MATHESON & CO.

Agents, "Indra" Line, Ltd.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESSE"

Captain Eafferty, will be despatched as above on SATURDAY, the 11th October.

For Freight or Passage, apply to

MCGREGOR, RIBBS & GOW,

Hongkong, 23rd September, 1902.

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STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GOETSCHAKOW."

2,387 Tons Gross Register.

will be despatched for ODESSA VIA PORTS

OF CALL or about 15th October.

For Freight and further Particulars, apply to

BEADLEY & CO.,
Agents.

Hongkong, 15th September, 1902.

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OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ACHILLES"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered, after the 29th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 29th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd September, 1902.

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NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor

the OWNERS will be RESPONSIBLE

for any DEBT contracted by the Officers or

the Crew of the following Vessels during their

stay in Hongkong Harbour—

ADOLEPH ORION, Amer. barque, S. Amesbury.

—Standard Oil Co.

ALIAS, American ship, McKay.—Standard

Oil Co.

ASTRAL, American ship, Dunham.—Standard

Oil Co.

KELAS, British ship, J. Hughes.—Order.

MANUEL LEGARDO, American ship, Nicholls.

—Standard Oil Co.

HONGKONG.

STEAMERS.

America Maru, Jap. str., 3,533, Going, Sept. 18,

Toyo Kisen Kaisha

Amigo, German str., 825, Baltic, Sept. 25,

Jebson & Co.

Bonvence, British str., 1,408, Webster, Sept. 21,

Gibb, Livingston & Co.

Canton, British str., 1,110, Stalker, Sept. 21,

Jardine, Matheson & Co.

Catherine Apoor, British str., 2,727, Belson,

Sept. 22, D. Sisson & Co., Ltd.

The MITSU BUSSAN KAISHA

Agents.

Prince's Buildings, Ice House Street,

